

MOTOR RACING

and
ECONOMY CAR NEWS

6th Year - No. 1 - Hollywood, Calif.
(Published bi-weekly except last issue of year)

COPY

OCT. 28 - NOV. 4, 1960
25c

It's Bill Krause At Riverside

IN ACTION—Here's Bill Krause, 27, of Long Beach, Calif., roaring to the most important victory of his career in Maserati Birdcage at Riverside Raceway in L. A. Times-Mirror \$20,000 sports car race Oct. 16. He averaged a record 91.5mph for 62-lap, 203.25-mile race before 80,000 fans. Krause won by 32 seconds over Bob Drake, in Old Yaller No. 2 Buick Special. He led for 46 laps after early leaders Dan Gurney and Stirling Moss, both in Lotuses, were forced out. Complete results on Page 1. (MOTORACING photo by Bill Norcross).



Krause and Moss in Smashing Victories!

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THEY'RE OFF — Jim Hall, Birdcage Maserati (48), takes lead at start of 1st heat of \$20,000 Pacific Grand Prix at Laguna Seca course in Monterey, Calif., Oct. 23. Following are Stirling Moss, Lotus-Climax, eventual winner of both heats (1); Bill Krause, Maserati (53); Augie Pabst, Scarab (15); Jack Brabham, Cooper Monaco (11); Jim Jeffords, Maserati (3); Carroll Shelby, Maserati (98); George Constantine, Lister-Chev. (49) and 17 others. Moss averaged 86.4mph for this heat of 102.4 miles. Full page of Laguna Seca photos — Page 5. (MOTORACING photo by Gus V. Vignolle.)

Riverside Race Chart

THE GRAND PRIX FOR SPORTS CARS

October 16, 1960

RACE NO. 3		RACE TITLE Grand Prix		TIME 2:13:10 LAPS 62	
Lead Car: #53		- 46 laps		AVE. 91.5 MILES 203.25	
#96		- 12 laps			
#1		- 4 laps			
POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	OVER 2000cc
1	53		Krause, Bill	Maserati Bird.	1
2	70	32	Drake, Bob	Ol Yaller	2
3	15	34	Pabst, Augie	MK I Scarab	3
4	3	80	Jeffords, Jim	Maserati Bird.	4
5	98	110	Shelby, Carroll	Maserati	5
6	11	114	Salvadori, Roy	Cooper Monaco	6
7	2		Hill, Phil	Ferrari TR	7
8	61		Hansgen, Walt	Maserati	8
9	166	71	Hall, Jim	Maserati	9
10	60	93	Brabham, Jack	Jaguar	10
11	111	103	Thompson, Dr. R.K.	Sting Ray Chev.	11
12	69	2167	Bondurant, Bob	Ferrari Maserati	12
13	50	111	Miles, Ken	Porsche RS60	13
14	83	129	Ryon, Peter	Porsche RS60	14
15	27	3139	Settember, Tony	Jaguar D Corv.	15
16	14	74	Holbert, Bob	Porsche RS60	16
17	88	4118	McAfee, Jack	Porsche	17
18	162	49	Herrick, Steve	Porsche RSK	18

DNF: 1, Moss, S.; 5, Bonnier, J.; 6, Penske, R.; 12, Katskee, L.; 17, Donner, B.; 21, Connell, A.; 48, Connor, J.; 49, Constantine, G.; 52, Chamberlain, J.; 64, Ginther, R.; 96, Gurney, D.; 116, Herda, B.; 172, Beck, R.; 181, Stevenson, C.; 204, Hulette, D.

DNF's finishing 31 or more laps - 6, 17, 49

Compiled by Long Beach MG Club Scoring Team

SAT. AMATEUR RACE RESULTS

Saturday, October 15
Riverside — Course 3.27 Miles

Production F, G, H, I — 10 laps, 32.75 mi., time 25:32, avg. 76.95 mph. 1. Pickering, Elva Courier 2. Richards, Alfa Romeo 3. Gates, Alfa Romeo F — Pickering G — West, Alfa Romeo H — Boyle, Austin Healey Sprite I — Stephenson, Fiat Abarth Zagato.

Production D, E — 10 laps, 24:37, 79.8 mi., time 24:37, 81.1 mph. 1. Michelmore, Porsche RS 2. Hathaway, Lola Climax 3. Cole, Lotus XI 4. Pitts, Porsche 550 5. Snyder, Lotus XI F — Michelmore G — Hathaway H — Jones, Lotus — Fiat Women — Murphy, Ferrari (7th overall).

Formula Jr., Formula II — 10 laps, 23:16, 84.5 mi., time 23:16, 84.5 mph. 1. Hansgen, Cooper Jr. 2. Hall, Lotus Jr. 3. Chamberlain, Lotus Jr. Formula Jr. — Hansgen, Formula II — Beavis, Alfa Romeo Special.

Modified B, C, D, E; B, C Production, First 3 cars from races 1, 2, 3 — 12 laps, 39.3 mi., 26:37, 88.6 mph. 1. Holbert, Porsche RS-60 2. Morgensen, Ferrari TR 3. McAfee, Porsche RS 4. Patrick, Porsche Special 5. Penske, Porsche RS-60 6. Masterson, Kurtis Corvette 7. Hooper, Corvette 8. Dickson, Corvette 9. Herda, Hufaker Special 10. Windhorst, Austin Healey 100S B — Hooper C — Masterson C production — Culkin, 300 SL Mercedes D Production — Windhorst E — Holbert F Production — Richards, Alfa Romeo Veloce.

TWO PICTURE PAGES

In addition to photos on the Front Cover and Page 1, 2 full pages of photos of the big pro Riverside and Laguna Seca sports car races appear on Pages 4 & 5 of this issue.

Subscribe To MotoRacing

Lotus at
Laguna Seca

Maserati at
Riverside

By GUS V. VIGNOLLE
Editor of MOTORACING

MONTEREY, Calif., Oct. 23—The great Stirling Moss of England was just that today as he hurtled a 2.5-liter Climax-powered Lotus to impressive victories in two 102-mi. heats around the narrow, dangerous Laguna Seca course before a surprisingly large turnout of 55,000 rustics who had never seen anything like this before.

The \$20,000 race was drummed up by the San Francisco Examiner, and it made plenty of money. Running the deal in heats pleased absolutely nobody.

Unlike at Riverside, Moss' car held up (although it was a little doubtful in the 1st heat), and when Moss is in a car that stays together, there are few men in the world today who can beat him.

As at Riverside, too, it was close and exciting only in the early stages, when the surprising Jim Hall of Dallas and Bill Krause, or Augie Pabst, offered threats; the rest of the time it was Moss with yardage to spare.

Moss won the 1st heat from Hall (Birdcage Maser) by 39 sec., averaging 86.4mph; he won the 2nd from the fast-closing Pabst (Scarab) by 16 sec., averaging 87.3mph. During the 2nd, the little Briton set a lap record for 1.9-mi., 9-turn course of 1:17.2.

He won \$7000 — \$2000 for each heat, and \$3000 for 1st overall.

Overall compilations showed: 2. Carroll Shelby, Maserati; 3. Hall; 4. Joakim Bonnier, Porsche; 5. Bob Holbert, Porsche.

World champion Jack Brabham drove the Cooper Monaco that Roy Salvadori had at Riverside; it was more to his liking and style than the unwieldy, lackluster E-Jaguar, but he still pooped out up here in this hilly Ft. Ord terrain.

He blew a tire in the 1st heat and finished 16th; in the 2nd, he lost his brake fluid, made 2 pit stops and finished 18th. He was 2nd and gaining on Moss in the finale when he was forced out about the 33rd tour. Each heat went 53 laps.

Holbert won the under-2-liter class with his terrific 4th in the 1st heat, while Walter Hansgen, Maserati 60, took the small - bore section in the 2nd while placing 5th overall.

Brabham, not given to hollering, claimed our boys here don't move over to let faster cars go by (few spots you can pass at Laguna) and wasn't exactly laudatory over Krause's driving. I believe the Krause blast unjustified, because he (Krause) passed 17 cars in the 2nd heat and lapped at least 10. More on this later.

RIVERSIDE, Calif., Oct. 16—Before a massive, sun-splashed crowd of 80,000 fans, Bill Krause, 27, Long Beach, Calif., machinist, belted an international field to win the 3rd annual LA Times-Mirror \$25,950 sports car race for 62 laps through the 3.275-mi Riverside Raceway course today.

Krause drove a new Birdcage Maserati beautifully, but he just did squeak through, for he ran out of gas on the back straight of the cool-off lap and had to be towed in to receive the plaudits of the crowd.

He was timed at 2h13m for the 203-mi. race and set a new record of 91.5mph.

Two Los Angeles-built cars finished 2nd and 3rd, Bob Drake, in Max Balchowsky's Old Yeller II Buick Spl., and Augie Pabst in the Chev.-Scarab. Drake was 32 seconds behind the winner. Pabst was 2 seconds behind Drake, then came Jim Jeffords and Carroll Shelby in Birdcages. They were the only ones to finish in the same lap with Krause.

New Jerseyite Walt Hansgen was the under-2000cc winner in a 2-liter Maser. He was 8th overall.

Jack Brabham, the world champion from Australia, drove a cumbersome, difficult-to-handle E-Jaguar, finished a poor 10th and was a big disappointment as far as the crowd was concerned. They gave this pig to Brabham just to exploit (?) the marque.

Actually the big race was dull. Two of the big name drivers, Stirling Moss of England, and Dan Gurney of Riverside, went out early — Moss in the 10th lap with transmission trouble, Gurney in the 17th with a blown head gasket. It was close and thrilling while Moss and Gurney were in it. Krause was never headed from the 17th on.

Most surprising achievement, of course, was Drake's 2nd in Old Yeller. And Roy Salvadori's drive in a Cooper Monaco was remarkable. He took 6th after an early spin out.

Big names meant little: Phil Hill's Ferrari lacked oomph, and he took 7th; Rodger Ward didn't qualify in a Porsche; neither did Brabham, who got in via a 2nd in a consolation race.

There was one accident. Don Hulette's Lister - Corvette flipped and burst into flames, but miraculously he escaped with minor injuries.

In qualifying, a lap record of 2:00.93 was set by Gurney in the English Lotus-Climax.

Krause's winning share came close to \$9000.

Interest Soars for US Grand Prix

Interest has hit a new high for the 2nd Grand Prix of the US at Riverside Raceway, Nov. 20, after the remarkable performance turned in by world road racing champion Jack Brabham of Australia, at the wheel of a Formula 1 Cooper-Climax at Indianapolis Speedway recently.

With an engine about half the size of the usual winning Offenhausers and hampered by the weight of a 5-speed gearbox, Brabham, after only a minimum of practice, turned in lap times that would have qualified him for this year's '500'.

Some of the world's greatest drivers and F1 machines are entered in the Grand Prix.

WE START OUR SIXTH YEAR

This issue of MOTORACING and Economy Car News is Volume 6, No. 1 — the start of our 6th year of publication.

Practically the entire issue is given to complete written and pictorial coverage of the 2 biggest sports car races of 1960, not excluding Sebring — both held during the past fortnight at Riverside, Calif., and Laguna Seca at Ft. Ord in Monterey, Calif.

For that reason, such regular features as Vignettes, Slightly Modified, Rally Sparks, Economy Car News, Slalom Column, Out of the Horse's Mouth, and Letters to the Editor are omitted. They will be resumed in the next issue.

Laguna Seca Race Charts

MAIN EVENT -- PROFESSIONALS		Total miles and time: 102.4, 53 laps, 58:52.6 min.					
Over and under two litres		Average speed: 86.4 MPH					
FIRST HEAT		Fastest lap: #1, 1:18.1					
		Fastest trap: #1, 123.0 MPH					
Over-all	Car No.	Driver/Hometown	Car	Class	Position	Laps	Time
1	1	Stirling Moss	Lotus Monte Carlo	Over - 1	53		
2.	48	London, England	Birdcage Maserati	Over - 2	53		:39
3.	49	Dallas, Texas	Kelso-Lister-Chev	Over - 3	52	1L-	:03
4.	14	George J. Constantine	Porsche RS 60	Under- 1	52	2L-	:09
5.	98	Sturbridge, Mass	Birdcage Maserati	Over - 4	52	1L-	:10
6.	50	Robert Holbert	Porsche RS 60	Under- 2	52	1L-	:46
7.	5	Warrington, Pa.	Porsche Spyder RSK	Under- 3	51	2L-	:02
8.	6	Carroll Shelby	Porsche RS 60	Under- 4	51	2L-	:06
9.	83	La Mirada	Porsche RS 60	Under- 5	51	2L-	:23
10.	25	Roger S. Penske	Porsche 550 RS	Under- 6	51	2L-	:33
11.	17	Villanova, Pa.	Porsche RSK	Under- 7	51	2L-	:51
12.	60	Peter B. Ryan	Jaguar "E" Type	Over - 5	51	2L-	:53
13.	116	Roger Ward	Huffaker Chevrolet	Over - 6	50	3L-	:18
14.	12	Indianapolis	Birdcage Maserati	Over - 7	50	3L-1:02	
15.	21	Bob Donner Jr.	Birdcage-Maserati	Over - 8	48	5L-	:05
16.	11	Loyal Katsakee	Cooper Monaco	Over - 9	48	5L-	:45
17.	111	Omaha, Neb.	"Sting Ray" Chev	Over -10	36	16L-1:01	
18.	62	Portola Valley	Lister Jaguar	Over -11	28	23L-	:12
DNF	53	Chuck Howard	Birdcage Maserati		35	In paddock	
DNP	15	Bill Krause	Scarab		10	Out of race	
DNP	3	Long Beach	Birdcage, Maserati		25	"	
DNP	70	Augie Pabst	Belchowsky Special		2	"	
DNP	71	Milwaukee, Wis.	"Lion Cage"		28	"	
DNP	61	Los Angeles	Maserati 60		23	"	
DNP	110	Eric Hauser	Lotus Ferrari		18	"	
		Greens Farms, Conn.					
		Charles Parsons					
		Monterey					

MAIN EVENT — PROFESSIONALS			Total miles: 102.4, 53 laps				
Over and under 2 litres			Elapsed time: 70:01.0				
SECOND HEAT			Average speed: 87.3 MPH				
			Fastest lap: #1, 1:17.2				
			Fastest trap: #15, 125.2 MPH				
Over-all	Car No.	Driver/Hometown	Car	Class	Position	Laps	Time
1.	1	Stirling Moss London, England	Lotus Monte Carlo	Over - 1	53		
2.	15	Augie Pabst Milwaukee, Wis.	Scarab	Over - 2	53		:16
3.	53	Bill Krause Long Beach	Birdcage Maserati	Over - 3	53		:39
4.	98	Carroll Shelby La Mirada	Birdcage Maserati	Over - 4	53		:44
5.	61	Walt Hansen Greens Farms, Conn.	Maserati 60	Under- 1	53		:46
6.	5	Joachim Bonnier Germany	Porsche Spyder RSK	Under- 2	53		:48
7.	48	Jim Hall Dallas, Texas	Birdcage Maserati	Over - 5	53		:55
8.	50	Ken Miles Hollywood	Porsche RS	Under- 3	53		1:06
9.	14	Robert Holbert Warrington, Pa.	Porsche RS 60	Under- 4	52	1L-	:04
10.	83	Peter B. Ryan Canada	Porsche RS 60	Under- 5	52	1L-	:15
11.	49	George J. Constantine Sturbridge, Mass.	Kelso-Lister-Chev	Over - 6	52	1L-	:52
12.	6	Roger S. Penske Villanova, Pa.	Porsche RS 60	Under- 6	52	1L-	:57
13.	88	Jack McAfee Hollywood	Porsche RS	Under- 7	51	2L-	:24
14.	17	Bob Donner Jr. Colorado Springs, Colo.	Porsche RSK	Under- 8	51	2L-	:49
15.	116	Bob Herds Portola Valley	Huffaker Chev	Over - 7	51	2L-1:18	
16.	110	Charles Parsons Monterey	Lotus Ferrari	Under- 9	50	3L-	:08
17.	60	Bruce McLaren New Zealand	Jaguar "E" Type	Over - 8	50	3L-	:30
18.	11	Jack Brabham Australia	Cooper Monaco	Over - 9	49	4L-	:27
19.	111	R. K. Thompson Jr. Washington, D. C.	"Sting Ray" Chev	Over -10	47	6L-1:07	
DNP	25	Roger Ward Indianapolis	Porsche RSK		32		DNP
DNP	12	Loyal Katsakee Omaha, Neb.	Birdcage Maserati		1		DNP
DNP	21	Alan Connell Fort Worth, Tex.	Birdcage Maserati		19		DNP
DNP	62	Charles S. Howard II Chinese Camp	Lister Jaguar		41		DNP
DNP	70	Bob Drake Hollywood	Belchowsky Special		30		DNP
DNP	116	Deve Ridenour San Francisco	Lister Costin Jaguar		14		DNP

Position	1st Heat	2nd Heat	Over-all
1.	Moss	Moss	Moss
2.	Hall	Pabst	Shelby
3.	Constantine	Krause	Hall
4.	Holbert	Shelby	Bonnier
5.	Shelby	Hansen	Holbert
6.	Miles	Bonnier	Miles
7.	Bonnier	Hall	Constantine
8.	Penske	Miles	Penske
9.	Ryan	Holbert	Ryan
10.	Ward	Ryan	Krause
11.	Donner	Constantine	Donner
12.	McLaren	Penske	Pabst
13.	Herda	McAfee	Herda
14.	Katsakee	Donner	McLaren
15.	Connell	Herda	Hansen
16.	Brabham	Parsons	Ward
17.	Thompson	McLaren	Brabham
18.	Howard	Brabham	Thompson
19.	Hauser	Thompson	Connell
20.	Krause	Howard	Parsons
21.	Jeffords	Ward	Katsakee
22.	Hansen	Drake	Howard
23.	Parsons	Connell	Drake
24.	Pabst	Ridenour	McAfee
25.	Drake	Katsakee	Ridenour
26.			Hauser
27.			Jeffords

LAGUNA SECA RECAP

By JOE SCALZO
MOTORACING Staff Writer

Friday the 21st—Arriving at the fog-bound course in the afternoon, bad news is the 1st thing you hear. Jack Graham, who always tries so hard — sometimes too hard — has gone off the road at the notorious turn 4, and has rolled with his TR Ferrari. His injuries are critical.

A glance at the cars practicing reveals that all, or practically all, of the Riverside chargers are here. A few pieces of gossip — Phil Hill will drive Rod Carveth's TR Ferrari; Richie Ginther will not race the Knoop 4.1 Ferrari, since the factory did not send a 2nd gear for the car in time; Chuck Howard, who was thought to be out of racing for a year because of hepatitis, is out practicing with his Lister-Jaguar—he will race in the GP; Jim Hall, who already has broken the track record (1:19.7) is driving the Sugarman 61 Maserati—it seems that in practice at Riverside he broke the engine in his Birdcage, and in the GP, the trans was broken in the Sugarman car; he is letting them use the trans from his car. Stirling Moss practices with the Lotus 19, and promptly breaks the track record at turn 9. Bruce McLaren is at Laguna driving the E-Jaguar that Jack Brabham did at Riverside. Brabham will drive the Ecurie Ecosse 2.5 Cooper Monaco, since Salvadori, who drove the car at Riverside, has gone to France to a GT race. Billy Krause, the Riverside victory, practices, but the car is soon loaded on the trailer and taken back to town to have the rear end ratio changed. Jack Flaherty, a former Lister driver himself, practices with the Briggs Cunningham Lister-Jag. Carroll Shelby and Jim Jeffords practice in the Frank Harrison Maseratis, but both are having trouble. Shelby has the wrong gears in the car, and Jeffords' car is throwing oil. The Ecurie Ecosse head man, David Murray, is a bit worried since neither of his drivers, Jack Brabham or Paul O'Shea are here yet. Brabham flew back to London right after Riverside.

Some of the cars go out to qualify. Stirling Moss, 1st out, breaks the track record but good with a 1:17.3 — it is noticed that he has his own stop watch with him, and is checking just to be sure the timers are right. Jim Hall does a fast 1:17.8. Augie Pabst goes out to qualify, but comes in right away with the throttle linkage sticking. He goes out again, and, with the Scarab sideways most of the time, does 1:18.2. Other top times: Walt Hansen in the small Birdcage 1:19.3, Chuck Howard, Lister-Jaguar, 1:19.7 (this equals the record he set in '59 with the Huffaker special). Bob Holbert, Porsche RS-60, does a great 1:19.8, with Ken Miles and Jo Bonnier in like Porsches coming closest to him with 1:20.4 and 1:20.6. Pete Lovely, driving Dan Herman's 550 Porsche, gets a 1:25.2.

The day ends on a good note — Jack Graham's injuries were not as serious as was 1st believed, and he is off the critical list and semi-conscious.

Sunday the 23rd—Sunday is cold. More drivers and cars are present than before, and qualifying begins. Skip Hudson is up for the race, but alas, just as a spectator. Old Yaller arrives at the course driven by Max Balchowsky. Pete Lovely says he is now going to drive the Cunningham Lister-Jag; but after Chuck Howard blows the bottom end out of his Lister in practice, he gets the ride. Dan Gurney, out practicing in the Lotus 19 with the Kennedy sticker, pulls off the road at turn 1, and the car is brought back to the pits. Qualifications finish with 25 cars ready to go. Several notables are not in the lineup. Phil Hill's Ferrari is not fast enough to make the grade. Gurney's Lotus, which had the flywheel bolts shear off, was not put back together in time for it to qualify, despite the fact that at one time Bill Fowler, Max Balchowsky and Jack Ross were all working on it. Ron Hathaway, in his Lola, the last car to qualify, is shaken up when his car goes off the road.

The cars finally line up. Stirling Moss and Jim Hall share the front row, with Billy Krause, whose quali-

fying time was the same as Hall's in the 2nd row.

Jim Hall leads off with Krause 2nd, Moss 3rd, Brabham 4th, Pabst 5th, Shelby 6th, Jeffords 7th, Constantine (Kelso-Lister) 8th, Thompson (Sting Ray) 9th, Hansen 10th, and Drake (Old Yaller) 11th.

Lap 2—Hall still leads; Drake comes into the pits with a broken shock absorber; Bob Holbert moves past the Ken Miles Porsche into 2nd in the under-2000cc class. There are now 2 distinct gaps in the pack; one the cars of Hall, Krause, Moss, Brabham and Pabst, then a spread — the cars of Shelby, Thompson, Constantine, Jeffords, Hansen, Holbert, and Miles, and then a gap, and the rest of the field led by Alan Connell's Maserati and Eric Hauser, etc. Roger Ward, after posting a fast qualifying time is now last.

Roar from the crowd goes up as Moss takes Krause for 2nd place at turn 8 on lap 5 — the pressure is really on leader Jim Hall now. Further back the Sting Ray has moved to 6th in front of Shelby, and George Constantine is now challenging the ex-Texan. Now far back, Bruce McLaren struggles to get the E-Jaguar around. Brabham drops from contention the next lap when he pits with a flat tire. Back in the pack, Chuck Howard, Jo Bonnier, Roger Penske and Chuck Parsons (Lotus-Ferrari) all dice for 14th place, with the bearded Swede waving his fist at Howard. The 3 leaders, Hall, Moss and Krause now lead by 3 seconds from 4th place Pabst, who retires on the 10th lap with brake trouble. The Sting Ray Corvette is now 4th followed by Constantine, Hansen and (Continued on Page 7)

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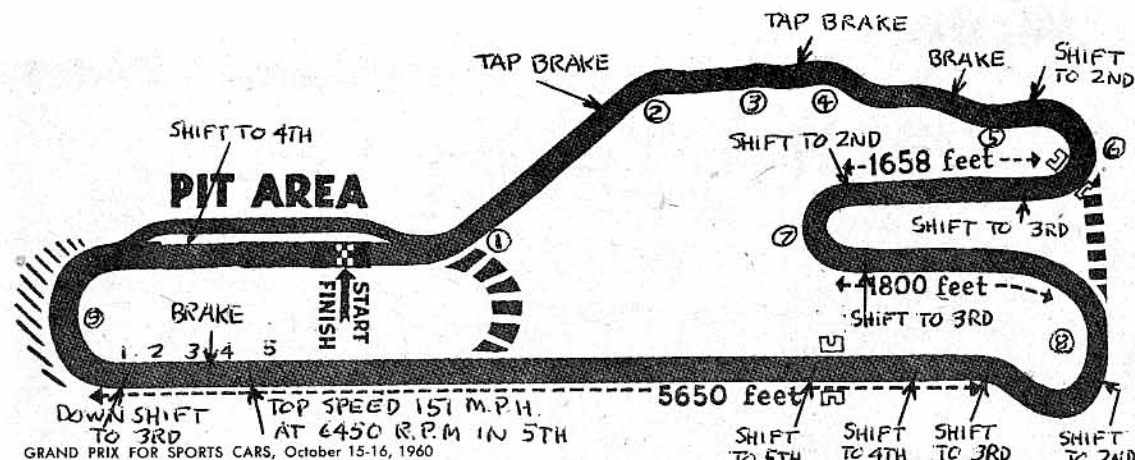
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HERE IS how Billy Krause shifted and braked to victory in his record-breaking assault in the LA Times-Mirror Grand Prix at 3.275-mi. Riverside Raceway Oct. 16. Krause said he shifted at 6400rpm for 1st 20 laps, dropped to 6000 for the 20th to 50th lap, and cooled it at 5800 for the last 12 tours. Asked if this was his best driving effort, he told MOTORACING Staff Writer Joe Scalzo, "No I've put forth just as much effort in several previous races, but the machines didn't last." (Map by MOTORACING Staff Writer-Artist-Bon Vivant W.R.C. Shedenhelm).

RIVERSIDE GRAND PRIX DIARY

By JOE SCALZO
MOTORACING Staff Writer

Friday the 14th—Riverside was going to be different this year. Just by hearing some of the times that had been turned in practice the week before — Gurney in the Lotus, 2:03; Krause in the 'Cage, 2:06; Drake in Old Yaller II, 2:05; September in Krause's "Jagvette," 2:08; Hill in the TR Ferrari, 2:07; and Connor in the Maserati, 2:08, gave some indication of the Sunday 200-miler. Besides the times being turned, you heard constantly from "well qualified observers" that it would practically take a 2:10 to get a big car into the race and nothing over a :14 with an under-2000er. It looked interesting.

Wednesday at tech at Harry Mann Chevrolet, where EVERYONE wishes to thank the cop who stood outside the car exit and was prepared to write a ticket on any unlicensed race car that was pushed out the door onto the street (thus meaning that cars had to be pushed out the back exit up a steep driveway), the GP was all the talk. Unless you had a sub-2:10 lapping car, you were out of it.

Arriving at the course Friday was the first real indication that this race was real and not some type of a dream. Never before in the West had a better collection of cars been assembled in one place (86 cars entered in the GP) than the group that was cavorting through the dust and wind of Riverside that Friday morning. All the excitement was around Stirling Moss when his Mk.19 Lotus caught fire coming into turn 9 and was quickly pulled off the course. Augie Pabst in the Scarab, also out practicing, stopped his car at 9 and offered Moss his fire extinguisher. Moss, uninjured, then helped push the slightly-damaged car back to the pits, where it was seen for the first time that the car had no roll bar — and the controversy over whether Moss should be made to put a bar on the car begins. Gurney's Lotus, too, it seemed had no roll bar (this car, incidentally, also caught fire when practicing the week prior. Practice is enlivened further when Jack Graham breaks the steering on his Ferrari TR and goes off the road between turns 6 and 8. He is uninjured. The car is out for the week.

Other sessions follow. The Sting Ray Corvette arrives and is most impressive. Jim Jeffords and Carroll Shelby in the 2 Harrison-owned Birdcage Masers go out to practice. It is learned that Chuck Daigh will not drive the Ecurie Ecosse E Jaguar but the Cunningham Lister-Jag. Paul O'Shea (The Big Wheel), who drove the D at Watkins Glen, will drive it at Riverside. Jim Hall, Dallas, seems to have the best driving set-up. He brought 2 cars west with him — a 5.7 Maserati for Riverside and a type 61 Maserati for Laguna Seca. Other driver changes — Walt Hansgen will drive the small Birdcage 2-liter Maserati that Briggs Cunningham was originally slated for. Cunningham himself did not come west. Jack Brabham drives his E Jaguar. Richie Ginther will drive the Knoop 4.1 Ferrari that Pete Lovely was scheduled for. Ginther's "hot rod" Ferrari threw a rod in the week-day practice.

Practice resumes, and Gurney in the Lotus 19 is almost out for the weekend, as on the 1st lap at turn 6, a big Maserati spins right in front of him, and shortly afterwards, in virtually the same place, an RS-60 Porsche does the same.

Qualifying now, and with a strong wind blowing, Ak Miller in the big Devin-Olds qualifies at a fast-but-not-fast-enough-2:12.94, and he is worried about making the Grand Prix. Roy Salvadori in the Ecosse 2.5 Cooper Monaco puts down a

2:06.80, but he too is not happy, saying the car should do a 2:02-:03. Understeer is the problem.

Bob Donner, Colorado Springs, qualifies his RSK with a great 2:11.60, the fastest time a Porsche has ever turned at Riverside. Chuck Parsons, Monterey, Lotus-Ferrari does 2:14.68, a second better than his time for the April GP.

Dick Morgensen and Art Snyder, Ferrari TR and Lotus XI, collide at turn 9 during the last practice session with body damage to both cars.

Saturday the 15—The action takes up where it left off Friday. Kurt Neumann hits a wind gust going through turn 3, and the car hits the bank, damaged internally as well as externally. The Lotus XI will be out of action for a while. A 30-40 mph winds blows up as the amateurs take to the course.

Ray Pickering wins the 1st race, F-1 production with his Elva. Favorite Ed Barker, in his Porsche 1300, drops out early. George Kendall in a Fiat Abarth rolls in turn 8 but escapes uninjured. Ronnie Bucknum (racing as an SCCA member), in the AC Bristol, wins the J-E prod. go, and D.D. Michelmore takes the F-H modified dash with his RS. Paula Murphy in the Chuck Towers 2.5 Ferrari ("It's like a dream," she says, "me, in a Ferrari!") wins the women's go, her No. 1 1st overall.

The formula Jr. race, and a possible tip off as to what will occur at Laguna Seca the following week, is next. A good assortment of cars — Jay Chamberlain (Lotus), tall Jim Hall in his Lotus (how does he ever shoe-horn himself into the little bomba?), Walt Hansgen in the Cunningham Cooper, the 1st one to be seen in the west, Charlie Kolb in his Elva, and Jack Flaherty, in the "factory" BMC Junior, are present among others.

Hall and Chamberlain, in the front row, shoot of the grid first, but Hansgen soon gets both of them, and they content themselves with 2nd (Hall), and 3rd. Kolb is 4th and Flaherty 5th. Laguna Seca will be good.

The modified race is next, and with little fuss and strain, Bob Holbert wins it with his RS-60. The Morgensen Ferrari, "Old Reliable," the left front fender half gone after the Lotus encounter, takes 2nd, with Jack McAfee 3rd in his RS. Roger Penske, who looked so good at Elkhart Lake, goes off course at 3 in a wild dust cloud, but climbs back on the road to be 5th at the end.

Now comes what everyone had been waiting for: qualifications for the GP. The qualifying sessions were, as it turned out, just as exciting as the GP. Right off, when Jack McAfee, the 1st car out, turned a 2:12.65 with his elderly RS, it was apparent that the trials would be sensational. A complete list of the times is listed elsewhere in these pages, and it can be seen that, in both the Sat. and Sun. qualifications, 19 cars got under 2:10. Saturday, it is interesting to note, Augie Pabst in the Scarab, qualified no less than 7 seconds faster than he did in the last Times GP. Jim Hall, looking as though he was really working in trucking the big 5.7 Maser around, was 3 seconds faster than he was in the April go. And so it went. Not enough can be said about Billy Krause's great effort in turning a 2:03.90, the 1st of 3 men that were to break Daigh's lap record. In any list of the country's top 3 drivers, Billy would have to be included. Richie Ginther, who earlier in the day had shot down the back straight a 173mph in the big 4.1, had a disappointing time of 2:09.38, but the car was sans 2nd gear. Dan Gurney's breaking the track record with a 2:00.93 clocking was the big story of the day, and right after he quali-

fied, you began hearing rumbles that the car wasn't running right, and that on his record run he had missed a shift. Good Grief!

Walt Hansgen in the 2-liter Maserati broke Jack Brabham's under 2000cc record with a 2:08.26, even though the race announcer didn't realize it. Disappointing moment of the session came when Roger Beck in the Mickey Thompson car, a Kurtis-Pontiac, had the engine blow just as he took the flag after his 1st lap. His 1st time was a good 2:09.14. Wonder what his 2nd time would have been?

Sunday the 16th—Qualifications finish today, and of the 58 qualifiers, only 9 are over the 2:20 mark. Standout times today are Bob Bondurant's 2:07.92 in the Frank Arciero 4.5 Maserati-Ferrari, Don Hulet's terrific 2:09.60 with the Fike Lister (both these times would have been tremendous last year, where now they are not so impressive as compared to the other top qualifiers, but still tremendous for these 2 venerable machines) Stirling Moss, his car now with a roll bar (as is Gurney's) did 2:03.62. Jo Bonnier, who almost didn't race at all because of a dispute over whether he could wear short sleeve shirt or not (he finally gave in and raced with the long sleeves, not because he was actually giving in but because the mechanics had worked so long and hard getting his Porsche RS-60 into shape), qualified the Porsche at 2:10.63, .16 faster than the Porsche time of Ken Miles.

(Continued on Page 7)

Thank You, Gordon Martin

Dear Gus:

More than five years ago, (Oct. 21, 1955 to be exact), the first issue of **MotoRacing** hit the motor world with an impact from which it has never quite recovered.

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(Signed) **GORDON H. MARTIN**
San Francisco News-Cal Bulletin
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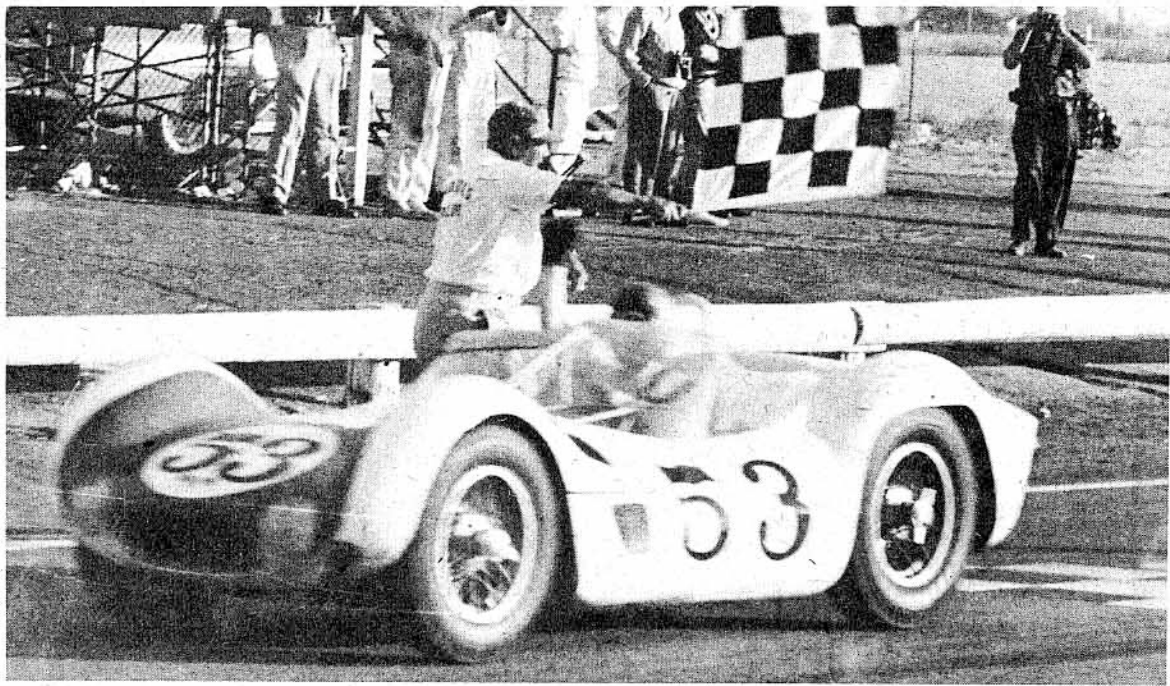
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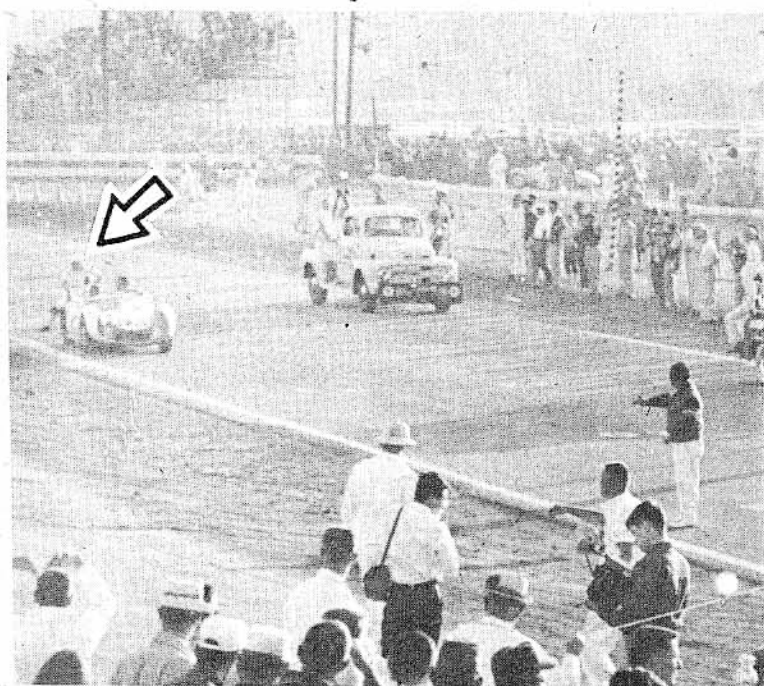
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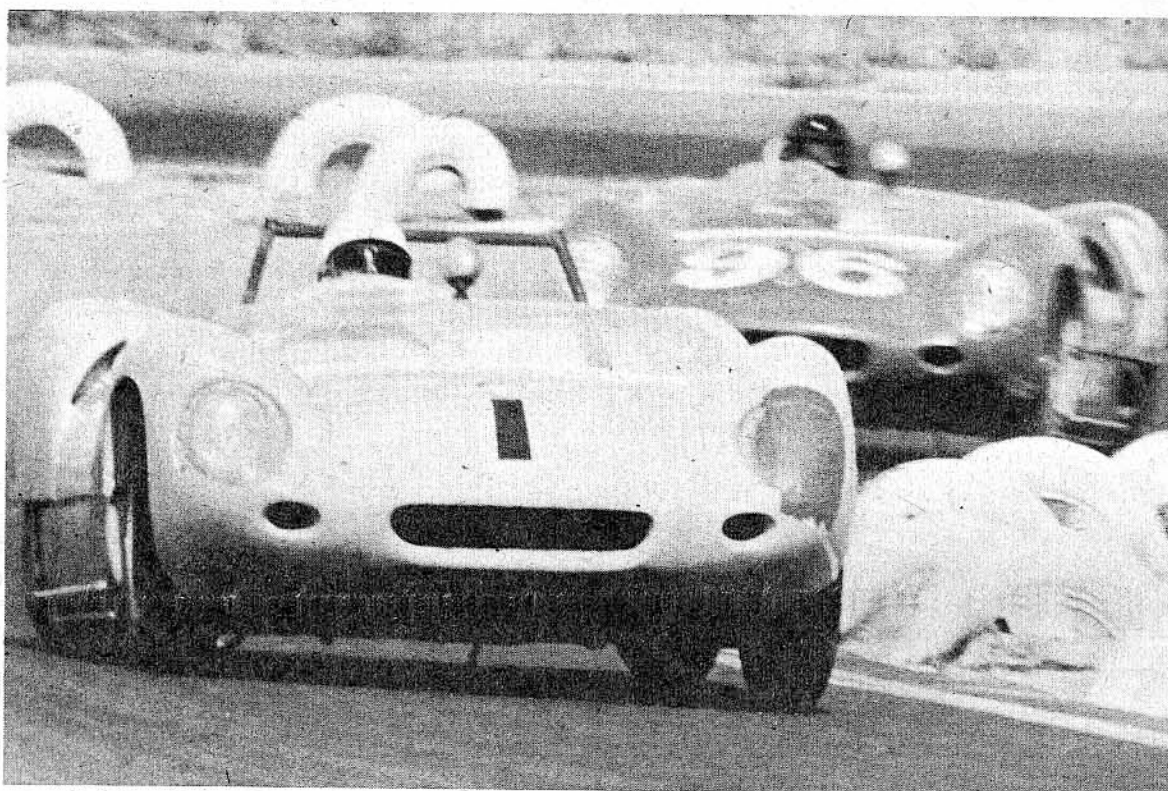
BILL KRAUSE gets checkered flag as he wins 3rd annual LA Times-Mirror 200-mi. Grand Prix for sports cars at Riverside Intl. Raceway. He averaged a record 91.5mph.



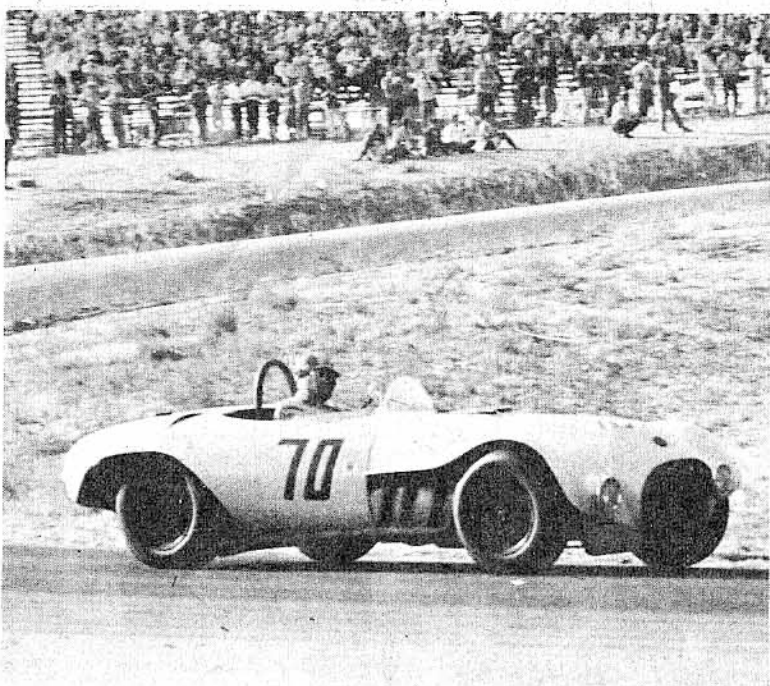
OUT OF GAS — Krause (arrow) is towed to start-finish line for ovation after running out of gas on cool-off lap. He barely made it.



LAP 1 at turn 6 — Gurney, Moss, Krause, Jeffords, Pabst, Salvadori, Thompson, Hall, Shelby, Constantine, Connor, Drake and others.



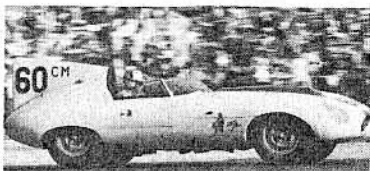
LEAVING TURN 8 are the 2 Lotus-Climaxes of Stirling Moss (1) and Dan Gurney. They went out early with mechanical ails. Note Miguel Mouse roll-bar on Moss' mount.



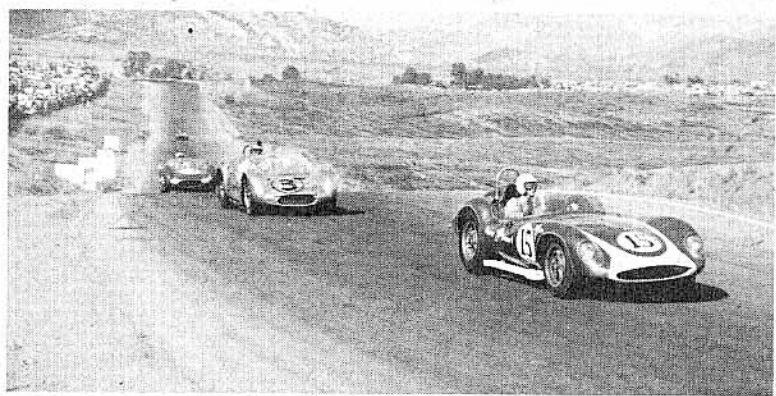
MOST SPECTACULAR performance was 2nd place taken by Bob Drake, shown in Old Yeller II homebuilt Buick Special.



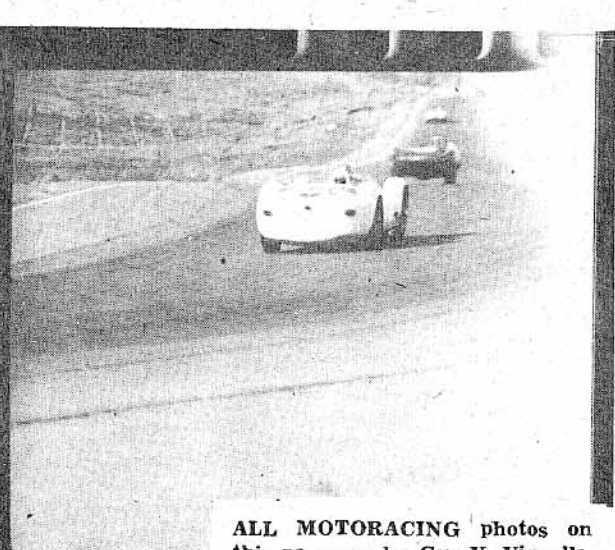
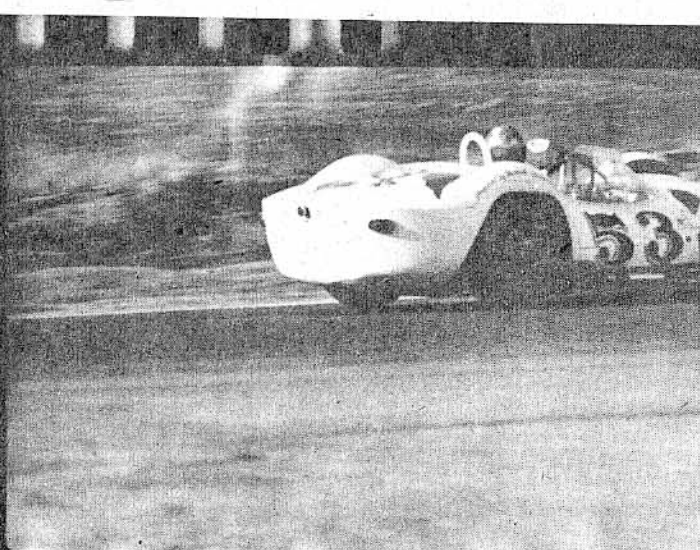
ROY SALVADORI, who turned in impressive drive in Cooper Monaco. He was 6th.



WORLD CHAMPION Jack Brabham was 10th in this cumbersome E-Jaguar.



OVER RISE into turn 7 head Pabst, Scarab; Jeffords, Birdcage Maser, and Shelby, Birdcage.



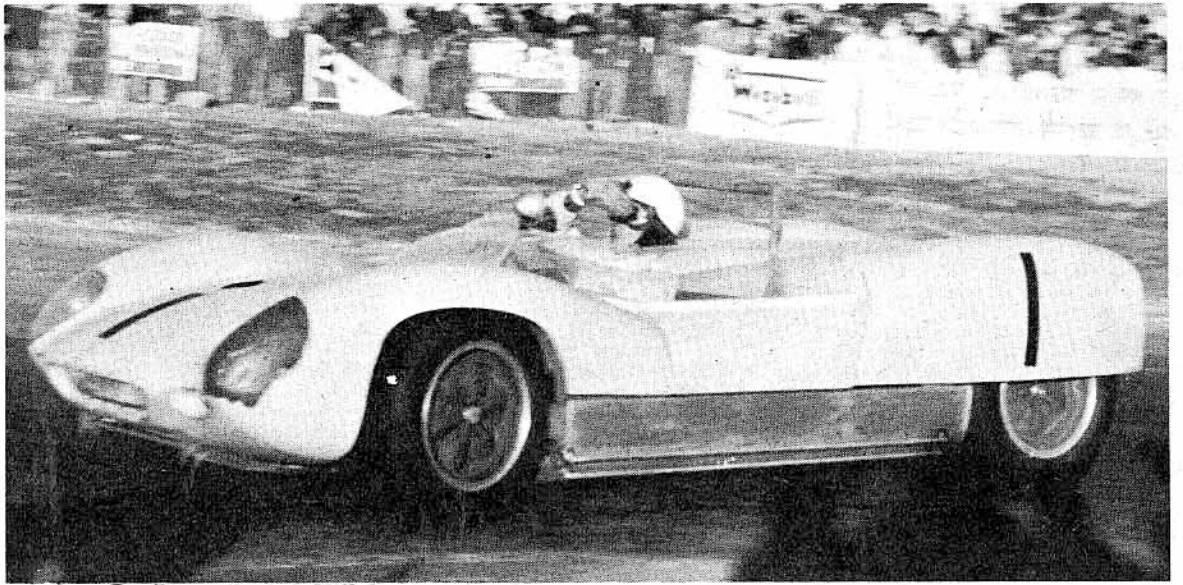
ALL MOTORACING photos on this page are by Gus V. Vignolle, Bill Norcross, James W. La Tourrette and Robert P. Tronolone.

PHOTO SEQUENCE SHOWS HOW BILL KRAUSE IN BIRDCAGE MASERATI SWEEPED THROUGH TURN 7.

At Laguna Seca It's Moss Before 55,000 Fans



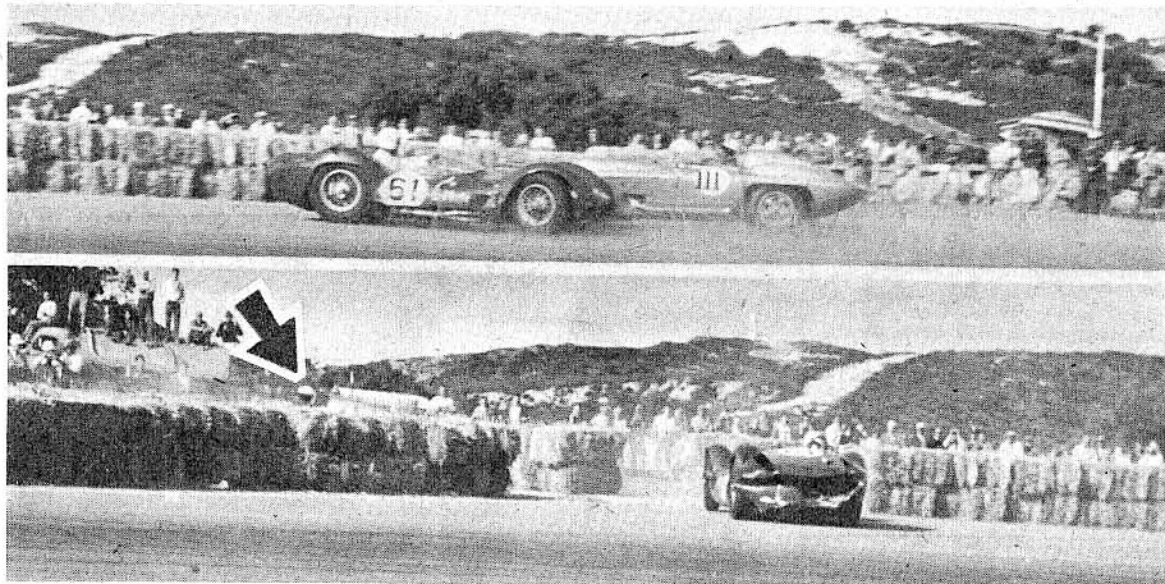
MOSS GETS a light after winning both heats in \$20,000 Laguna Seca SF Examiner race. The doll is Race Queen Jane Hands. Moss drove 2.5 Lotus-Climax.



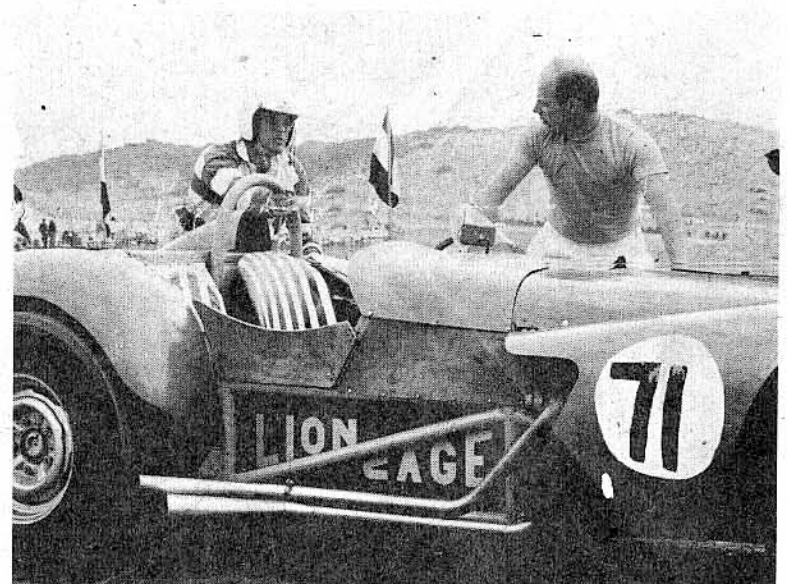
SHADING HIS eyes from dazzling sun, Moss goes into turn 9 on 1.9-mi. hilly and narrow course at Ft. Ord, in Monterey, Calif. His averages for 102-mi. heats were 86.4 and 87.3mph.



ON STARTING grid are bitter rivals who staged a hot duel in early going — Jim Hall, Birdcage Maser (48) and star Briton Moss.



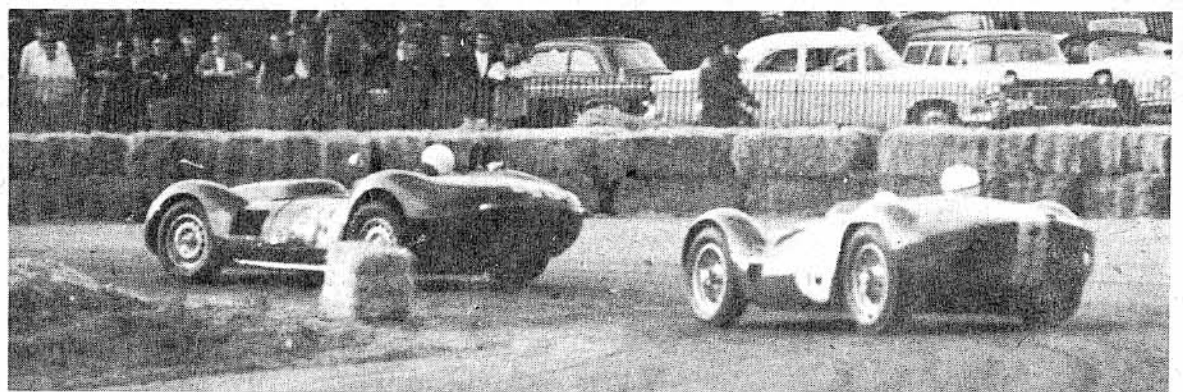
IN FIRST heat, Thompson's Chev. Sting Ray (111) lost brakes on turn 9 and smashed into Hansgen's Maserati 60, spinning here and getting sideswiped (top photo). Bottom: Thompson (arrow) is on other side of bales. Note clobbered back end of the Maser.



WINNER OF Saturday amateur feature was Eric Hauser, left, shown with Jim Larkin and their big Lioncage Chev. Special.



WALT HANSGEN on way to victory in preliminary Formula Jr. race. He was aboard a Cooper-BMC. He won under-2000cc class in 2nd heat of big race with Maser 60.



ONE OF dices involved George Constantine, Kelso Lister-Chev., here leading Hall's Maser through 9.



HERE'S STARTING GRID. SEE PAGE 1 FOR HOW THEY LOOKED SECONDS AFTER START.

ALL MOTORACING photos on this page are by Gus. V. Vignolle and James W. La Tourrette.

HOLBERT'S PORSCHE WINS RIVERSIDE AMATEUR RACE

By JOE SCALZO
MOTORACING Staff Writer
RIVERSIDE, Calif., Oct. 15 — Bob Holbert, of Warrington, Pa., the eastern SCCA driver who was anything but impressive in his last appearance at Riverside — the 1959 Kiwanis Grand Prix — today gave quite a different demonstration of himself, driving the Bernie Vihl Porsche RS-60 to victory in the CSCC-SCCA Saturday amateur feature by 26 seconds. Dick Morgensen, Phoenix, Ferrari TR, was 2nd, and Jack McAfee, North Hollywood, 3rd in an RS/RSK Porsche. Average was 88.6mph in 26:37 for the 12 laps of the 3.27-mi. Riverside course.

It was Holbert from the start, with Morgensen and Holbert's Porsche RS-60 buddy, Roger Penske, Villanova, Pa., 3rd.

Holbert turned a 2:11 on his 2nd lap, and was not to be caught, and he led by 5 seconds at lap 2. Morgensen, his car bearing signs of its encounter with a Lotus in practice, held on to 2nd, withstanding challenges of Penske and McAfee. Jack clinched 3rd on the final lap when Penske left the road at 3, getting back to finish 5th behind McAfee and Scooter Patrick (Porsche Special). Four Porsches in the 1st 5.

Hansgen Winner
Walt Hansgen, Westfield, N.J., driving the 1st Cooper-BMC Formula Jr. car to be seen in the west, made the car live up to its reputation, as he overtook the Lotus-driving duo of Jim Hall and Jay Chamberlain in the 1st 3 laps after a slow start. Walt led 'em to the flag by 10 and 11 seconds, the 2 dueling throughout the 10-lapper, with Hall finally deciding 2nd place in the esses on the final lap.

Charley Kolb (Elva), Bethesda, another easterner, was 3rd, and Bel-

mont's Jack Flaherty in the Huf-faker Jr., 5th. Hansgen was clocked at a startling 2:17.14 on lap 4. Average for the 12 laps—84.5 mph.

Small Modifieds
D.D. Michelmore, clocking 130.42-mph through the back straight, won easily in the mod. F-H race with his RS Porsche, followed by Ron Hathaway's Lola, and Ron Cole, Lotus XI. Class H winner was the 7th overall Harry Jones in his Lotus-Fiat. 81.1mph avg.

The women started 10 seconds after the above race. The race was taken by the new and potent combination of Paula Murphy in a 2.5 Ferrari. Paula, in the car for the 1st time, passed leading Betty Shutes, RSK Porsche, in turn 9 on the 5th lap. Barbara Windhorst, AC Bristol, was the 3rd. The winning Ferrari coughed a valve on the cool-off lap.

Bucknum's Back
Ronnie Bucknum and the Pellandini AC Bristol, running under the SCCA banner, won the D-E production contest, with Pete Haywood 2nd, passing the Bob Windhorst 100S Healey, the early leader, late in the go. Windhorst was 3rd, and Danny Parkinson (3000 Healey), another lead contender, 4th. Class E was Bob Kirby's Porsche. Average—79.8.

Barker Out
Ray Pickering, Torrance, Elva Courier, blew off threats by his Del Mar rival, Dick Richards, Alfa Veloce, to win the F-I go by 3 seconds. Charlie Gates, Alfa, was 3rd. Ed Barker, Porsche, the class F winner in an untold amount of past races, faded today on the 2nd lap with valve trouble. Average—76.95 for 10 laps.

Today's amateur races were attended by 5,000.

PITTSVILLE

BY MARIE DIXON

RIVERSIDE, Calif., Oct. 16 — With 80,000 people in attendance, those charities should get many \$\$s. It'd be nice to know.

On Friday, Stirling Moss took 1 lap in the Lotus. When he came around turn 9, the car was on fire. It was quickly extinguished. Burned wire was the only damage to the car, while Moss had a slightly burned arm.

GP drivers out for practice Friday were unhappy about how things were run. They had very little practice.

Art Snyder spun his Lotus in front of Dick Morgensen's Ferrari and they collided. Both cars suffered body damages.

In practice Saturday, Kurt Nue-mann spun in his own oil at turn 3 and smacked into the bank. From the radiator up, there is no Lotus. Some drivers ran with lights during the 1st race as a strong north wind was obscuring the course with dust.

In the 4th lap George Kendall rolled his Abarth after being nerved in turn 8. He was uninjured.

Ed Barker went out after 2 laps with a broken valve.

In the 2nd race, Dan Tenney drew much attention when he spun his TR3 off the inside of turn 9, kicking up a great cloud of dust and returning to the track without losing his position, 6th overall.

Paula Murphy, who's been driving Bill Watkins' MG Spl. up to Saturday, got a ride in Chuck Towers' 3.0 Ferrari and with a 30-second handicap finished 7th overall among the men, beating Betty Shutes' RSK by 15 seconds.

In the last race, Mod. over 1500 & Prod. B & C, Vince Mayell ended the duel with Bob Dickson when he retired his Corv. with an ailing fuel injection system.

While running 3rd in the RS-60, Roger Penske went off the course on the last lap in turn 4 dropping him to 5th.

Jim Chaffee dnf'd his Chevy Spl. on the 11th lap with a burnt piston.

Sat. afternoon Richie Ginther broke his own backstretch top speed record by turning 173.08mph in a 4.1 Ferrari. His previous record in the same car was 163.63.

A new under 2-liter lap record 2:08.26 set by Walt Hansgen, tipo 60 Maser. Former record 2:08.45 held by Brabham in a 2.0 Cooper.

Lap record for over 2-liter held by Chuck Daigh, 2:04.03 in the Scarab, was broken by Bill Krause at 2:03.90. Two hrs. later, Dan Gurney became the holder at 2:00.93 in the new Lotus.

Chuck Towers was through when he sucked a valve in the Ferrari and defective pistons kept Eric Hauser from getting the Larkin-Hauser Lion Cage Spl. out.

Ron O'Dell's 4.9 Ferrari locked in 3rd gear and couldn't be fixed in time for qualifying. Ron and his bride of 2 weeks, Ellen, were spectators.

Jerry McGee dnf'd his Corv. Spl. in the 1st consolation race with handling difficulties.

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IT'S THE LIONCAGE NOW, AND HAUSER DRIVES IT TO VICTORY

By JOE SCALZO
MOTORACING Staff Writer
MONTEREY, Calif., Oct. 22—Eric Hauser, who compiles MOTORACING's popular Pacific Coast Point Standings, today won some points himself by driving the rejuvenated Larkin-Hauser Lioncage Special, formerly Old Yaller I, to a 7-second victory over Emile Pardee's RSK Porsche in the San Francisco SCCA amateur feature that preceded the Pacific Grand Prix. No average speed for the 28-lap race was given.

The win on this 1.9-mile course was Hauser's 1st since the May, 1957, Santa Barbara, when he won the modified race both days in this same car, then with a Buick engine. The car now runs a Chevy. Hauser, who almost won the SCCA Palm Springs run with the car earlier in the year, today, in appreciation, let mechanic Jim Larkin take the car on the victory lap.

Pardee Leads
Pardee in the K was the 1st car off the line today, with the Maserati-Corvette of Chuck Sargent next. Hauser, Chuck Howard (Lister-Jaguar) and Bill Dixon (3.0 Maserati), all late entrants, were started in the rear of the 19-car field.

Pardee led by 8 seconds over Sargent by lap 2, but Howard and Hauser were coming up strong, now in 5th and 8th place. Lap 4, and Howard, driving hard, was 2nd, and by lap 7, was but one second behind. Hauser was 4th behind Steve Herrick (RSK). Sargent had retired. Lap 10 and it was a new race, with Howard in front and pulling out. Hauser was in 3rd, and then 2nd 3 laps later, as Howard, merely testing the car for the GP, pulled out.

Pardee now led again, but Hauser, driving well, took him with 15 minutes to go in the race and came home with a 15-second bulge. Pardee retained 2nd, but Herrick in the similar K dropped back. Ron Hathaway in the Lola was 3rd, and Bill Dixon's Maserati 5th.

Pigott Winner
Pat Pigott, Bellingham, Wash., placed his new Formula Jr. Lotus 1st in the 45-minute Jr. go, beating Ed Leslie's similar car by 2 seconds. Pigott, starting 15th, came up to challenge leader Leslie on the 9th lap, and passed him on the 18th lap, keeping his narrow lead to the end. Leslie lost all chance of a win at turn 9 on the last lap

when an ill-driven BMC Jr., later disqualified, got in his way. Jack Dalton in a BMC was 3rd, and Jack Flaherty, the early leader in a BMC, was 4th. Leslie, during the go, was timed at a sensational 1:20.7.

Small Production
Just as exciting as the Jr. bash was the small-bore go, in which Seattle's Dave Tatom in a Carrera, and Ernie Mendenhall in a like car were nailed together for the 52 miles. Tatom finally pulling out the win, Mendenhall in his shadow till the end. Jim Ryley's Carrera was 3rd.

Sherwood-Bucknum Thrill
Ronnie Bucknum, who beat all the Corvettes at the last Laguna, tried hard to duplicate this effort in the last race of the day. Hugh Harn's Corvette led off, with Bill Sherwood 2nd in his Corvette, and Bucknum charging up behind them. They quickly pulled away from the rest of the field, with Harn dropping out on the 9th lap. For the rest of the 45 minutes Sherwood and Bucknum, both going hard, argued over the lead. Sherwood retained it to the finish, but the little AC Bristol was ever in his shadow in the most thrilling race of the weekend. The winning margin was 3 seconds, after both drivers nudged the hay at turn 9 on the last lap. Pete Culkin's 300 SL was 3rd, and Rick Hilgers in the competition Morgan was 4th, his duel with 5th place Red Ferris in a Corvette as good as the Bucknum-Sherwood go. Today's 4 races were attended by a record 12,000 fans.

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RIVERSIDE DIARY

(Continued from Page 3)

Bob Donner's time of 2:11.60, which was so impressive Friday, is now only the eighth fastest time of the under-2000cc group. He has had to replace his 1600 engine with a 1500 because of valve trouble in the bigger mill.

George Constantine does a good 2:07.28 with the Kelishev Lister. Qualifications completed, it is found the pace is so swift that drivers Chuck Daigh (Lister-Jaguar, 2:09.81), Don Hulet, Jack Brabham (E Jaguar, 2:10.20), Alan Connell (Birdcage Maserati, 2:10.57), Dave Ride-nour (Costin-Lister, 2:10.49) and Chuck Stevenson (Corvette-Mercedes, 2:11.00) must go in the conso race. Other usual Grand Prixers Dick Morgensen, Rodger Ward (Porsche RS) also must go via the conso route.

Don Hulet, going great in the Fike car, wins the 1st race from Jack Brabham and Bob Herda, these 2 also transferring. The 2nd race goes to Connell in the 'Cage, who, qualifying at 2:10, is caught in a 2:08 lap during his win. Chuck Stevenson is 2nd, and Tony Settember, in Krause's D Jaguar-Corvette, 3rd. Chuck Daigh, in this go, spins at turn 9, the 1st time we have seen him lose it. He finishes 5th and doesn't transfer. Rodger Ward, in the Porsche, is in this same boat. Dueling for 2nd place in the 1st 5-lap dash behind Hulet, Brabham and Bob Herda in the Huffacker Special, tangle going up the main straight, with minor damage to both cars. Bill Dixon and Bat Masterson, 3-liter Maserati and Kurtis-Corvette, tangle at turn 7 in the 2nd conso race, with damage to the Maserati but little to the big Kurtis, which is driven back to the pits.

Some personal observations on the GP:

No trouble with the start this year; turn 1 was where the action occurred; results, Holbert's bent front fender which he had to make a pit stop to pull off the wheel, losing a lap; Chuck Stevenson's mangled front end caused by hitting Brabham's E Jaguar. We had both eyes and a watch on Don Hulet before he went off at turn 3. He was driving the race of his life. 27th at the start, he was 13th by lap 8, having just passed Jim Connor in the 'Cage, and running in a big bunch with Connell in the 'Cage, Bondurant, and Bonnier, making that big and old Lister fly it's greatest performance ever. His injuries from the accident are minor luckily, but we wonder where he would have finished if only it hadn't happened. Constantine had the other Lister flying too, passing Augie Pabst in the Scarab at turn 9 for 4th place on the 3rd lap, and really moving until overheating claimed him. Another great, but almost unnoticed drive was Jim Hall's in the big 5.7 Maserati. Blackflagged on the 2nd lap when 8th with his gas cap open, he lost a full lap, re-entering 17th. He was up to 9th at the end, the 5.7 running at its best. It doesn't seem possible that we've seen a sports car race that Phil Hill was lapped. He finished a distant 7th. Ken Miles 13th place finish also shows that the cars at Riverside were far superior to past races. Tony Settember, in the Jagvette, ran the whole go with a slipped distributor. Able to keep up with the leaders through the esses, the car lost out completely on the straight sections, usually its strongest point.

The announcing at Riverside was the worst it has ever been. Typical examples — giving the leaders in the 2000cc class, they at one time had Brabham in the Cooper leading (it's a 2.5), then Connor in the 'Cage (it's a 2.8), when all the time it was Hansen, whose drive was almost the races best. Even when they said he was leading, his name was pronounced "Hagsen" — in the consolation race, saying that Hansen was in the race driving a Birdcage Maserati, when actually it was Chuck Daigh in a Lister Jaguar was another "nifty."

Augie Pabst's time of 2:04.2 in the 61st lap when trying to catch the 2nd place Bob Drake in Old Yaller (a great drive), must be somewhat of a record for a time turned in a Riverside race.

The 2 Birdcages of Jeffords and Shelby entered by J. Frank Harrison finished in good team order — 4th and 5th. Billy Krause, when asked if this was his greatest driving effort, said emphatically, "No, it wasn't. I've driven just as well in my D Jag in a lot of those races I didn't finish. This time I was in a piece of equipment that lasted."

Krause Victory Worth \$8550

Here is how the total \$23,225 in prize and accessory money for the LA Times-Mirror race at Riverside was split up: Billy Krause won a total of \$8550, with \$4000 for 1st overall, \$2500 for 1st in over-2 liters, \$1150 in lap money for leading for 46 laps, \$750 for winning on Good-year tires and \$150 for using Autolite spark plugs.

Bob Drake won \$2000 for 2nd spot, \$500 from Goodyear and \$150 from Autolite. Augie Pabst won \$1500 for 3rd, \$250 from Goodyear and \$100 from Autolite. Jim Jeffords won \$1000 for 4th and \$75 from Autolite. Carroll Shelby won \$700 for 5th and \$50 from Autolite. Roy Salvadori got \$500 for 6th, with Hill, Brabham, Hall, Thompson, Bondurant and Settember collecting \$100 apiece for finishing. Penske, Donner and Connor were DNFs, but collected \$100 each for having run 31 laps before retiring.

The under-2 liter big money went to Walt Hansgen, with \$2000 for 1st and \$200 from Dean Van Lines for fastest qualifying lap in a small car. Ken Miles won \$1500 for 2nd. Peter Ryan took \$1000 for 3rd and \$100 for using Autolite plugs. Bob Holbert won \$700 for 4th and \$75 from Autolite. Jack McAfee won \$500 for 5th and Steve Herrick, last place driver, got \$300 for placing 6th in under-2 liters.

Dan Gurney received \$200 from Dean Van Lines for the fastest over-2 liter qualifying lap and \$300 in lap money for leading for 12 laps. Stirling Moss received \$100 for leading for 4 laps.

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LAGUNA SECA RECAP

(Continued from Page 2)

Holbert, Jeffords, Maserati, dropping further and further back, finally quits with low oil pressure. Stirling Moss takes the lead at turn 9 on the 15th lap, going on the inside. Krause now goes after Hall, and gets by Hall on the 17th lap when Jim missed a shift at 9 and went into the bales.

Both Hansgen and Holbert have gotten by Constantine in the Lister for 5th and 6th place, and Hansgen now goes after the 4th place Sting Ray, passing Thompson at turn 9 on the 21st lap. Thompson runs into the back of the Maser in the encounter, sending both cars to the pits. The order at 23 laps — Moss, Krause (3 seconds back) Holbert, Constantine, Shelby, Miles, Connell, and Hauser. Twenty cars are still in the race. The order stays much the same, until Connell pits. Hauser retires, Krause retires with distributor trouble and Constantine works by Holbert during the course of the next 30 laps.

Following a half-hour rest for the cars and drivers, the field is ready to go again. Some of the cars are no longer retaining the lines they were built with. The Sting Ray has half its front end missing. Hansgen's Maserati is badly dented both front and rear. Bob Donner's Porsche has a smashed snout. Krause's Maser has a dented tail, etc.

This last heat was virtually Moss's the entire way. Jim Hall leads off for the 1st lap, only to be passed by Constantine in the Lister and by Moss by lap 3. Moss takes the lead on the 4th lap and the race for 1st is over. Two cars thunder up through the pack like bombs, the Augie Pabst Scarab and Billy Krause in the Maserati. Pabst's progress—lap 1—15th; lap 2—13th; lap 3—12th; lap 5—11th; lap 6—10th; lap 8—9th; lap 10—7th; lap 14—6th; lap 16—5th; lap 24—4th; lap 31—3rd; lap 33—2nd. Moss wins the 2nd heat by almost a full minute.

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